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RATES OF SUBSCRIPTION.
(STRICTLY IN ADVANCE.)

One year	1.50
Six months	.75
Three months	.50

The Tillamook Headlight.
Fred C. Baker, Publisher.

Port Appeals from Report of Captain McIndoe.

Appeal from report of Major J. F. McIndoe on Tillamook Bar and Bar. BOARD OF ENGINEERS FOR RIVERS AND HARBORS, WASHINGTON, D.C.

SIR,—Subsequent to the last examination of Tillamook bar and harbor by Major J. F. McIndoe with a view to reporting on the practicability and advisability of adopting a project for the improvement of said bar and harbor the present Port of Tillamook Commission has been created and organized.

The legality and constitutionality of the act under which this present Port of Tillamook Commission was incorporated has been favorably passed on by the courts.

At meeting duly held it was resolved that this commission appeal from the adverse report of Major McIndoe and as a basis of its appeal respectfully submits the following facts:

1.—In reporting on our bay and harbor Major McIndoe considered exclusively our present commerce which we frankly admit is not of great volume, however increase of commerce on Tillamook Bay is impracticable, unlikely and in fact, impossible unless navigation conditions are bettered. To be explicit, big vessels cannot navigate our bay and bar and small vessels operate under such an amount of unfavorable conditions as to make them unsuited, too expensive, and of insufficient size to successfully go to the markets where our products must be disposed of.

2.—Considering our present commerce, small and inconsequential though it may be, there are now in operation two regular freight and passenger steamers plying between this port and the Columbia river to which most of our freight is carried, and the principal commodity carried by these freighters is cheese. Each steamer makes on an average of one trip a week out of Tillamook Bay. Cheese being of small weight in proportion to its value, can be profitably carried on small vessels, however, attention is especially called to the fact that if the same value as that of cheese (assuming 15c. a pound, which has been about the average price for the past three years) were carried in lumber, a thousand feet of which will probably weigh two tons, four thousand pounds, and is of about \$10 in value, or 4¢ per pound, it would create a tonnage of 60 times our present amount. If our product of export were lumber instead of cheese we would require 60 times as many steamers, 120 trips per week instead of two and only to carry an equal value to our cheese. Admitting that perhaps our outgoing steamers are not always fully loaded, yet the fact remains that if our commerce were of a more bulky nature, necessitating more vessels, we would attract more attention and perhaps receive more consideration as a port and harbor. We do not wish to have it taken that we have no lumber tonnage; export of lumber tonnage on our bay has proven unpracticable and unprofitable as will be later explained.

3.—A freighter than can profitably carry lumber must be of a tonnage great enough to carry an appreciable cargo, great enough to navigate foreign waters and to obviate reloading. Less bulky freight can profitably be carried in small vessels. Inability to successfully navigate Tillamook bay and bar with vessels of sufficient tonnage has made and is making lumbering on a profitable basis impossible on Tillamook bay. We feel safe in saying this is not an opinion, but a proven fact which is in a degree attested by the fact that at this moment there is less lumber exported per month than there was ten years ago. This fact is further attested by experienced lumber manufacturers of Michigan and Wisconsin.

4.—The average value of merchantable logs on Tillamook Bay is about \$5 per thousand board feet, on the Columbia river it is \$10 per thousand board feet. This is not due to unfavorable logging conditions for logging conditions in Tillamook county are, if anything better than along the Columbia. Neither is it due to our being at greater distance (in actual miles) from the markets of the world. It is absolutely and wholly due to unfavorable, impracticable transportation conditions. Allowing the timber tributary to Tillamook bay to be 30 billion feet, an increase in the value of same of \$5 per thousand board feet, which would undoubtedly result with

the arrival of equal transportation facilities for Tillamook timber a substantial portion of all the remaining standing timber in the United States is the finest in the world, and this differential of \$5 per thousand board feet would amount to \$160,000,000, a gigantic figure.

5.—The bulk of the standing timber of the Tillamook county is mature, is ripe for the saw and time is not improving it. In fact an appreciable portion, perhaps we are safe in saying the better half of our timber is depreciating, rotting (slowly of course), being blown down and damaged as it becomes less able to combat the ravages of wind and storm.

6.—The Harriman railroad system is expending between four and five million dollars constructing a railroad into the Tillamook country. It is a well established fact that this railroad system has made it a policy to only build roads where there was sufficient business in sight to make the investment profitable. The present conditions in the Tillamook county will not likely furnish sufficient traffic to do this. However, the railroad management and sufficient prospective commerce in the immediate future to build the road, and as has been declared by some, make one of the very few exceptions to their policy to demand "sufficient business in sight to build the road."

This railroad is routed over the coast range mountains and it is a well established fact that lumber products, except the better and choice grades, cannot absorb the freight rates over a mountain range as against lumber going to market direct in water carriers.

7.—Permit us to again mention the Port of Tillamook. This commission has authority to levy a substantial tax and to issue bonds and is ready to assist and co-operate with the U.S. Government, however, we cannot do the necessary work alone. At present we have no project at all, things are at a standstill as far as the government is concerned; our dredger, secured in the past, is lying idle, rusting and depreciating for want of funds to operate it. This Port of Tillamook wants the assistance of the skilled officers of the government to aid and direct it in what work should be attempted first, realizing as we do, that but a part of our wishes can likely be considered at the start, however, we feel that we are rightfully entitled to something; some project, some plan of improvement, small or inconsequential though it might have to be, yet we certainly are entitled to more than a complete cessation of all government bar and harbor improvements.

The facts herein presented have been carefully considered and we believe they are conservatively correct and respectfully and earnestly request that the adverse report of Major McIndoe on Tillamook harbor be reconsidered and not adopted.

Respectfully,
THE PORT OF TILLAMOOK COMMISSION.

For Chapped Skin.
Chapped skin whether on the hands or face may be cured in one night by applying Chamberlain's Salve. It is also unequalled for sore nipples, burns and scalds. For sale by Lamar's Drug Store.

Its a Top Notch Doer.
Great deeds compel regard. The world crowns its doers. That's why the American people have crowned Dr. King's New Discovery the King of Throat and Lung remedies. Every atom is a health force. It kills germs, and colds and grippe vanish. It heals cough-racked membranes and coughing stops. Sore, inflamed bronchial tubes and lungs are cured and hemorrhages cease. Dr. Geo. More, Black Jack, N.C., writes "it cured me of lung trouble, pronounced hopeless by all doctors." 50c. \$1.00. Trial bottle free. Guaranteed by Chas. I. Clough.

Money Comes in Bunches.
To A. A. Chisholm, of Tweedwell, N.Y., now, His reason is well worth reading: "For a long time I suffered from indigestion, torpid liver, constipation, nervousness and general debility," he writes. "I couldn't sleep, had no appetite, nor ambition, grew weaker every day in spite of all medical treatment. Then used Electric Bitters. Twelve bottles restored all my old-time health and vigor. Now I can attend to business every day. It's a wonderful medicine." Infalible for Stomach, Liver, Kidneys, Blood and Nerves. 50c. at Chas. I. Clough.

Frightful Fate Averted.
"I would have been a cripple for life, from a terrible cut on my knee cap," writes Frank Disberry, Kelliher, Minn., "without Bucklen's Arnica Salve, which soon cured me." Infalible for wounds, cuts and bruises, it soon cures Burns, Scalds, Old Sores, Boils, Skin Eruptions, World's best for Piles. 25c. at Chas. I. Clough.

More Than Enough is Too Much.
To maintain health, a mature man or woman needs just enough food to repair the waste and supply energy and body heat. The habitual consumption of more food than is necessary for these purposes is the prime cause of stomach troubles, rheumatism and disorders of the kidneys. If troubled with indigestion, revise your diet, let reason and not appetite control and take a few doses of Chamberlain's Stomach and Liver Tablets and you will soon be all right again. For sale by Lamar's Drug Store.

The Bed-Rock of Success
lies in a keen, clear brain, backed by indomitable will and resistless energy. Such power comes from the splendid health that Dr. King's New Life Pills impart. They vitalize every organ and build up brain and body. J. A. Harmon, Luzerne, W. Va., writes: "They are the best pills I ever used." 25c. at Chas. I. Clough.

COOK TELLS HOW FOOD WAS STOLEN.

Letter to his Friend Scores Peary.

OTTAWA, Ont., Oct. 5.—Captain Bernier, of the Canadian steamer Arctic, which arrived today from a cruise of the Arctic regions, made public a letter written to him by Dr. Frederick A. Cook, May 23, and delivered to Captain Bernier on September 1 at Upernavik. It says:

"My dear Captain: I have to write you the first letter after having been sealed behind ice barrier for two years. It was your supplies, so kindly left in charge of Mr. Whitney, which aided me greatly in getting to Upernavik. All my other property had been taken by Peary under the guise of a relief station. Murphy, the man in charge of the station, however, was instructed not to engage in any relief efforts, not to allow Eskimos to cross and search until March of the following year, 1909. My large store of supplies and my station were used for barter with natives to satisfy Peary's commercial greed.

Danger Beyond Conception.
"Fortunately, we were able to work out our problem without relief efforts except as you offered. We have pushed into the boreal center and picked up the Polar prize, but the effort was dangerous beyond conception.

"The splendid assistance which you have given and the liberality of the Canadian government in sending the ship is a happy contrast to the hindrance and injustice of one of my own countrymen."

Describing the journey to the Pole, Dr. Cook says:

Describes Perilous Trip.

"Starting from Annotook, February 19, 1908, we crossed Ellesmerland, pushed along its western coast to the Polar Sea, feeding ten Eskimos and 103 dogs enroute on muskox and bears.

"From 82 north I started with but two young Eskimos and 26 dogs, pulling two sleighs and supplies for 80 days. The ice was fine after crossing 84 degrees.

"Crocker's Land was sighted and passed and a new land found to the north of it, extending to 85. Beyond no land was seen. The Pole was reached April 21, 1908.

"The return was forced slightly westward of the northward route, but about 85 degrees we drifted east and south. Below 84 we drifted with an active pack. We were helplessly carried to the west, unable to reach our caches along Nansen Sound. We were pushed into Prince Gustave Sea with food and fuel exhausted. Still unable to press eastward, we went with the ice to the south.

"Polar bears came to our rescue as life savers. We then went into Wellington Channel, hoping to be able to reach whalers in Lancaster Sound, but we were soon stopped by failing food supplies and young small ice.

"With no game this short route to an early ship was no longer possible and to satisfy the pangs of hunger, we worked to Jones Sound. Here after a long run of hard adventure by boat and sledge a cruel necessity forced us into Winter Camp, in September at Cape Sparbo, without food, ammunition or winter clothing, with no dogs, no guns.

"Our situation was almost hopeless, but fortune came our way. Bows and arrows, harpoons, lances and other implements were made. The muskox and bear were taken with lines. The lance and knife secured us small game. Foxes were trapped, walrus and seals attacked and secured in our little folding canvas boat.

"An underground den was built and Winter of 1908-09 passed with a taste of everything save fresh meat. We had not a morsel of civilized food, not even salt.

"A new equipment was devised and as soon as the sun of 1909 rose over the hills of North Devon we started for Annotook in February, 1909, drawing muskox meat and melted tallow for fuel for 30 days on sledges. Deep snow, bad ice, open water and continued storm made the return slow and arduous. We reached Annotook April 5, after a run of hard luck.

"Here we were met by Whitney, only to find that Peary's men had misused our station, with its equipments, under the protection of Mr. Whitney. We enjoyed good health."

Well Known Hotel Keeper Uses and Recommends Chamberlain's Colic, Cholera and Diarrhoea Remedy.

"I take pleasure in saying that I have kept Chamberlain's Colic, Cholera and Diarrhoea Remedy in my family medicine chest for about fifteen years, and have always had satisfactory results from its use. I have administered it to a great many traveling men who were suffering from troubles for which it is recommended, and have never failed to relieve them," says J. C. Jenkins, of Glasgow, Ky. This remedy is for sale by Lamar's Drug Store.

The Best Plaster.
A piece of flannel dampened with Chamberlain's Liniment and bound on to the affected parts is superior to any plaster. When troubled with lame back or pains in the side or chest give it a trial and you are certain to be more than pleased with the prompt relief which it affords. This liniment also relieves rheumatic pains and is certain to please anyone suffering from that disease. Sold by Lamar's Drug Store.

The Best Hotel.
THE ALLEN HOUSE,
J. P. ALLEN, Proprietor.
Headquarters for Travelling Men.
Special Attention paid to Tourists.
A First Class Table. Comfortable Beds and Accommodation.

SUGAR always advances before berry season.
We have a good supply on hand and will sell our friends and customers while it last.
100 lbs. sk. PURE CANE SUGAR.
C. & H. Berry Sugar, \$5.80 a sk.
Extra Fine Dry Granulated Sugar, \$5.60 a sk.
Star brand process Rolled Barley,
The best on the market.
75 lbs. Sack, \$1.40.
\$36 a Ton.

RAY FEED CO

Steamer Sue H. Elmore.
(CAPT. P. SCHRADER).

Portland and Tillamook.
FREIGHT, \$3.00 PER TON.
Sails from Couch st. Wharf, Portland, Oregon,
EVERY TUESDAY
THAT'S ALL.

HARNESS, COLLARS, etc.
You Use Them.
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Next Door to Tillamook County Bank.

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The only REAL opposition steamer sailing between Bay points and Portland.
IT IS TO THE ADVANTAGE of the people of Tillamook County to patronize this line. Route all your shipments care steamer Argo.
Prompt and efficient service always, Winter and Summer.
Claims promptly paid and taken care of.
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Both freight and passenger.

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PHYSICIAN & SURGEON
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Office: Olson Building.
Residence: Mrs. Weiss' house, west of Mrs. Walker's.

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